

UNITED STATES OF AMERICA  
 NATIONAL TRANSPORTATION SAFETY BOARD  
 OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of:

MV ETHAN ALLEN,  
 LAKE GEORGE, NEW YORK,  
 OCTOBER 2, 2005

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 \* Docket No.: DCA 06 MM 001  
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Interview at THE SAGAMORE

The Sagamore Hotel  
 Lake George, NY

The above-captioned matter convened.

BEFORE: MORGAN TURRELL

## APPEARANCES:

MORGAN TURRELL  
National Transportation Safety Board

SGT. WALTER SCHEDEL  
New York State Park Police

LEE BOWDEN  
Managing Director, The Sagamore

TOM GUAY  
Resident Manager, The Sagamore

CRAIG CLESCERI  
Captain of the Morgan  
The Sagamore

1                                    I N T E R V I E W

2                    MR. TURRELL:    Good afternoon.    This is Morgan  
3    Turrell, NTSB.    We're at the Sagamore Hotel interviewing the  
4    operators of the passenger vessel Morgan.    My name is Morgan  
5    Turrell, and to my right.

6                    SGT. SCHEDEL:    Sergeant Walt Schedel, S-c-h-e-d-e-l,  
7    New York State Park Police.

8                    MR. BOWDEN:    Lee Bowden, that's L-e-e B-o-w-d-e-n,  
9    managing director of the Sagamore.

10                   MR. GUAY:    Tom Guay, G-u-a-y.    I'm the resident  
11    manager of the Sagamore.

12                   MR. TURRELL:    Okay.

13                   MR. CLESCERI:    Craig Clesceri, captain of the Morgan  
14    at the Sagamore Hotel.

15                   MR. TURRELL:    Spell your name, sir.

16                   MR. CLESCERI:    C-l-e-s-c-e-r-i.

17                   MR. TURRELL:    Captain, if you could just describe for  
18    us the operation of the Morgan here at the Sagamore.

19                   MR. CLESCERI:    We are a dinner and excursion boat  
20    owned by the Sagamore Hotel, 72 feet long.    We operate lunch  
21    cruises daily throughout the summertime as well as in the month  
22    of June and in the fall season of September and October.  
23    Dinner cruises through July and August for the hotel as well as  
24    public off-island guests.

25                   UNIDENTIFIED SPEAKER:    Is it okay to jump in or --

1 MR. TURRELL: Sure. Absolutely.

2 UNIDENTIFIED SPEAKER: One of the other functions of  
3 the boat is that it is available in May and June and September,  
4 October in the evening when we're not on our regular á la carte  
5 dinner schedule for private functions. So if we have a  
6 convention in the hotel and they want to have a cocktail  
7 reception or a cocktail reception and dinner out on the lake,  
8 we make that available.

9 MR. TURRELL: Okay.

10 UNIDENTIFIED SPEAKER: Again, July and August we're,  
11 we're kind of public in the sense that anybody can come onboard  
12 unless it's taken out as a private party and then in April,  
13 May, September and October during the evening it's for private  
14 functions.

15 MR. TURRELL: Okay. And what's the passenger  
16 capacity of the Morgan?

17 UNIDENTIFIED SPEAKER: For New York State is 150  
18 passengers.

19 MR. TURRELL: And how many passengers do you normally  
20 operate with?

21 UNIDENTIFIED SPEAKER: I would say normally 60. The  
22 most we've ever done was 128.

23 MR. TURRELL: Just -- do you know when that was?

24 UNIDENTIFIED SPEAKER: It was last -- the latter part  
25 of last summer. I'd have to say August.

1 MR. TURRELL: Okay.

2 UNIDENTIFIED SPEAKER: I couldn't tell you exactly  
3 (indiscernible). We carry a logbook onboard which we log in  
4 every day before we go out with our times when we depart, times  
5 when we return, the number of passengers, boat's status,  
6 engine, bilge checks, we log those down, fuel levels, you know.

7 MR. TURRELL: All right.

8 UNIDENTIFIED SPEAKER: So we reflect that  
9 (indiscernible) in case we're ever call on certain trip we have  
10 a logbook.

11 MR. TURRELL: Is that log required for  
12 (indiscernible) of the boat?

13 UNIDENTIFIED SPEAKER: It is required for New York  
14 State.

15 MR. TURRELL: Okay.

16 UNIDENTIFIED SPEAKER: We're, you know, size-wise on  
17 the boat we're somewhat restricted by how many people we can  
18 take just because of the seating. The lower portion of the  
19 boat is really designed to be a restaurant, and then the upper  
20 deck is -- we use it for cocktails prior to dinner. So it's  
21 the actual seating capacity on the boat for a dinner function  
22 is what?

23 UNIDENTIFIED SPEAKER: Maximum 80.

24 UNIDENTIFIED SPEAKER: 80.

25 UNIDENTIFIED SPEAKER: And to clarify that time we

1 took 128 or 9 it was a cocktail function. It was not a dinner.

2 MR. TURRELL: Do you recall roughly how man  
3 lifejackets you have onboard?

4 UNIDENTIFIED SPEAKER: I know we have at least 160,  
5 then I think there's actually more. They have a percentage  
6 they want for child --

7 MR. TURRELL: All right.

8 UNIDENTIFIED SPEAKER: So we have enough for every  
9 adult in addition to we have children. We have more than  
10 required.

11 MR. TURRELL: And the number of crew you carry?

12 UNIDENTIFIED SPEAKER: Always will have an operator,  
13 a captain. We're required by New York State to have an  
14 engineer, and then the crew is based on capacity and will  
15 typically run three to four based on what the hotel requires on  
16 the restaurants which are somewhat considered as -- they always  
17 have a manager onboard which acts as a crew member, a  
18 bartender, another crew member, and then anywhere from two to  
19 three servers. Actually one to three servers depending on the  
20 size of the group.

21 MR. TURRELL: Okay.

22 UNIDENTIFIED SPEAKER: Then additionally too don't  
23 you have, have a steward on board?

24 UNIDENTIFIED SPEAKER: Correct, and --

25 UNIDENTIFIED SPEAKER: (indiscernible) right.

1 UNIDENTIFIED SPEAKER: Absolutely. But they don't  
2 receive the training that the crew members, the ones that  
3 actually work on the boat on a regular basis, and actually I  
4 check out training. We don't typically deal with the  
5 stewarding as well as (indiscernible) because that tends to  
6 (indiscernible).

7 MR. TURRELL: Sure.

8 UNIDENTIFIED SPEAKER: The ones that everybody is  
9 there on a regular basis even before they do the first check  
10 considered a crew, you know, based at, you know, location that  
11 things are. We have a crew stationed out (indiscernible) I  
12 look at everyday. We have Code 1, 2, 3, based on the types of  
13 events that they onboard, and anybody knows.

14 MR. TURRELL: What type of, what type of training and  
15 when do you hold that training?

16 UNIDENTIFIED SPEAKER: We will do it early in the  
17 season. We do above water before the boat even comes around,  
18 you know the first, first trip, and then as the water becomes  
19 respectable temperature, we do want it still pretty cold, but  
20 we'll actually have an in-water. Everyone gets off the boat,  
21 practices getting up the emergency ladders. Unfortunately we  
22 can't hold that probably until June because the lake is just  
23 too cold.

24 MR. TURRELL: And you said all your marine employees  
25 participate in that?

1 UNIDENTIFIED SPEAKER: Yes. The core staff, if you  
2 would, the ones that will be here.

3 MR. TURRELL: And besides yourself, Captain, how many  
4 other, other licensed captains, engineers do you have on staff?

5 UNIDENTIFIED SPEAKER: I have two more licensed  
6 engineers or excuse me, two more licensed captains and one more  
7 licensed -- two more licensed engineers, and that's for our  
8 peak season. During the off season we're down to typically  
9 three, being two captains, one engineer.

10 MR. TURRELL: Okay. Do you normally do a safety  
11 briefing for passengers when you depart?

12 UNIDENTIFIED SPEAKER: Exactly. We'll welcome them  
13 onboard, inform them of the location of the life vests, inform  
14 that a crew would direct them to the life vests in the event  
15 that that style emergency, show them how to don them at that  
16 point. Also then you know New York State has particular rules,  
17 smoking only topside, out from underneath the covering, make  
18 sure that no litter goes over the board, there's trash  
19 receptacles provided, and certainly able to ask the crew  
20 members for any specific needs they have. We're very  
21 accessible. We're on the top deck (indiscernible) you peek  
22 around the corner and talk to either one of the operators as  
23 well as with all the staff and crew members. Very easy to see  
24 if a problem is building with the guests or anything like that.

25 MR. TURRELL: Does the Sagamore have any drug and



1 alcohol policy particular for marine employees?

2 UNIDENTIFIED SPEAKER: Correct. We are -- I know  
3 about the alcohol because we certainly don't allow any alcohol  
4 operating but we also drug test.

5 UNIDENTIFIED SPEAKER: We drug test all full-time  
6 associates when they come onboard and we drug test any part-  
7 time associates who may have been working for us for a couple  
8 of years that then decide to go to full-time. They have to take  
9 the drug test then as well.

10 UNIDENTIFIED SPEAKER: And even our part-time  
11 employees, if they're an engineer, which we have one in  
12 particular is also drug tested.

13 MR. TURRELL: And that's prior, prior employment  
14 test?

15 UNIDENTIFIED SPEAKER: Correct.

16 MR. TURRELL: Is there a random test program or  
17 just --

18 UNIDENTIFIED SPEAKER: It's always random. It's  
19 always (indiscernible) it's random. We do it at the beginning  
20 of the season just to -- so we know where everybody is, but  
21 then random is always out there.

22 MR. TURRELL: So every season you test?

23 UNIDENTIFIED SPEAKER: Correct.

24 MR. TURRELL: Okay. And the regular cruises that are  
25 not charter cruises or in-house registered guests, how many in

1 the public cruises walk on from the general public, normally  
2 how many passengers are you looking at for those cruises?

3 UNIDENTIFIED SPEAKER: The ones that aren't staying  
4 in the hotel?

5 MR. TURRELL: Right.

6 UNIDENTIFIED SPEAKER: What I would consider off-  
7 island guests?

8 MR. TURRELL: Uh-huh.

9 UNIDENTIFIED SPEAKER: I would say 20 to 30 percent.  
10 It's quite a regular number, both for lunch and dinner. It's  
11 very popular for guests that have a camper cottage here at one  
12 point during their stay here that the whole family will come  
13 out. Be a lot of birthday parties, anniversaries for local  
14 folks that live around here in addition to summer folks that  
15 are not specifically staying at the hotel.

16 MR. TURRELL: How do you keep track of the numbers,  
17 the passenger accountability for --

18 UNIDENTIFIED SPEAKER: As they pass through the  
19 doorway, the manager or someone assigned to that will actually  
20 click each one coming on it and then he gets a total count at  
21 that point, which is logged into our logbook every day as well.

22 MR. TURRELL: Do you sell tickets?

23 UNIDENTIFIED SPEAKER: We do not sell tickets. We  
24 have some coupons that are associated with certain packages  
25 that they purchase here at the hotel. So some guests will just

1   reserve through the phone.   Some actually we'll accept  
2   dockside, and others will come with a coupon related to a  
3   specific meal plan they may have or package that they purchase  
4   here to stay at the hotel.

5               MR. TURRELL:   Okay.   And what about the, the general  
6   public?   When they come through, how do you --

7               UNIDENTIFIED SPEAKER:   They would call and make  
8   reservations, so they would be booked down.   We would have a  
9   manifest from the hotel.

10              UNIDENTIFIED SPEAKER:   It's all, it's all  
11   reservations.   It's not -- you can't -- it's not just a walk-  
12   on.

13              UNIDENTIFIED SPEAKER:   No.   And it's -- the  
14   positioning of where we keep the boat doesn't lend itself to a  
15   walk-on anyway, so --

16              MR. TURRELL:   Okay.

17              UNIDENTIFIED SPEAKER:   It's all reservation and then  
18   Mike is the guy, if you will, food and beverage manager for the  
19   boat or one of his staff has a complete list of the  
20   reservations, and we pretty much assign how tables are going to  
21   work.

22              MR. TURRELL:   Sure.

23              UNIDENTIFIED SPEAKER:   You know throughout the cruise  
24   and for the evening meal.   So they get checked off when they  
25   come on.   Also the way we keep track --

1 MR. TURRELL: How many, how many meals you --

2 UNIDENTIFIED SPEAKER: Yeah.

3 UNIDENTIFIED SPEAKER: Also so we don't leave someone  
4 at the dock.

5 MR. TURRELL: Sure.

6 UNIDENTIFIED SPEAKER: I mean if somebody -- there's  
7 four people that didn't show up, you know, we'll give a leeway  
8 or Craig will call up to the front desk and say, you know,  
9 what's going on, do you know where these people are, because  
10 we're getting ready to go, and usually we can track them down  
11 pretty quick for, you know, giving an extra five minutes.

12 UNIDENTIFIED SPEAKER: So in effect you actually have  
13 a passenger manifest with all the names.

14 UNIDENTIFIED SPEAKER: Exactly, absolutely.

15 MR. TURRELL: Okay. What type of inclement weather  
16 would permit you from operating? Do you have a policy  
17 regarding weather operations?

18 UNIDENTIFIED SPEAKER: Specifically lightning that  
19 (indiscernible) that's the one that I would always say that  
20 lightning storm we would either delay or cancel a trip. They  
21 are typically short lived here in this part of the country. We  
22 have small radar onboard. We can actually watch the cells and  
23 when they're moving by, can get a good indication that they  
24 have moved by. They typically will move on very quickly.

25 MR. TURRELL: Sure.

1 UNIDENTIFIED SPEAKER: But if it's active lightning,  
2 we won't go out. Other times if we're caught out in it, we  
3 just make our way back to the dock, not much you can do at that  
4 point.

5 MR. TURRELL: Any other conditions?

6 UNIDENTIFIED SPEAKER: Yes. We've cancelled on  
7 occasion specifically I'm thinking two weeks ago where it -- I  
8 mean the lake was just really cutting up.

9 MR. TURRELL: Okay.

10 UNIDENTIFIED SPEAKER: And it was really, really  
11 windy, and we watched it for lunch and then Kevin Dodd (ph.),  
12 who is the Director, Food and Beverage for the hotel came in  
13 and talked to me. He said I feel like we ought to cancel. I  
14 went down to the boat and (indiscernible), you know, it's not  
15 going to be a pleasant experience anyway, so why don't we  
16 just --

17 MR. TURRELL: Okay.

18 UNIDENTIFIED SPEAKER: So specifically high winds  
19 (indiscernible) that line of storms hit --

20 UNIDENTIFIED SPEAKER: High winds and high waves.

21 UNIDENTIFIED SPEAKER: -- 50, 60.

22 UNIDENTIFIED SPEAKER: Yeah.

23 UNIDENTIFIED SPEAKER: So.

24 MR. TURRELL: Okay. And what type of maintenance  
25 program do you use on the boat? Do you have some sort of

1 routine daily, weekly, monthly? How do you do maintenance?

2 UNIDENTIFIED SPEAKER: Yes, do both, annual  
3 maintenance -- will generate a list of (indiscernible) during  
4 the off-season and address those in the off-season with some  
5 very good results. We pass our New York State inspections  
6 typically with flying colors, absolutely no deficiencies for  
7 the past several years. Daily is an engine check, a bilge  
8 check, check the oil, check antifreeze level, fuel levels. We  
9 have black water holding tanks and gray water holding tanks,  
10 which we pump. Required by New York State every drop of water  
11 has to be contained onboard for Lake George, so all the waters  
12 are checked. Basically whole system check. We go from the  
13 head of the boat from the bow to the generator room to the  
14 (indiscernible) every area is checked and then secured. We  
15 have four watertight bulkheads in the boat, which are secured  
16 underway, and it's typically during a cruise on the lunch  
17 cruise there's one engine check during the cruise and then  
18 during the dinner check one engine checked during the dinner --  
19 excuse me, one -- during the dinner for the engine check as  
20 well.

21 UNIDENTIFIED SPEAKER: We also have a Morgan marine  
22 rail. Not a Morgan.

23 UNIDENTIFIED SPEAKER: Crandall.

24 UNIDENTIFIED SPEAKER: Crandall marine rail on  
25 property that we installed about three years ago. So we can

1 (indiscernible) a boat any time.

2 UNIDENTIFIED SPEAKER: Bilge check would include  
3 checking the automatic bilge switches. They're also equipped  
4 with a engine and systems monitor onboard. We have one that's  
5 sort of a land-based smoke and heat detection and there's a  
6 separate system which monitors high engine temperature, water  
7 flow to the engine, which would indicate potentially a high  
8 engine temperature, oil pressure, and on a separate system  
9 that's hooked in that same panel it goes off every day when you  
10 initially start the boat to test -- we have high water and then  
11 another high temperature above each engine. So each watertight  
12 compartment will warn when you get a six-inch rise of water  
13 with an alarm. Particularly, you know, go off just a second  
14 after the bilge wasn't able to keep up. So you have plenty of  
15 warning, and installed very low in the bilge and inside each  
16 compartment. And our panel would actually tell you where that  
17 was going on just by -- so from the steering wheel we have  
18 quite a bit of redundancy.

19 MR. TURRELL: Okay, and can you give us just the  
20 basic history of the boat from, from wherever you -- Sagamore  
21 purchased it or built it?

22 UNIDENTIFIED SPEAKER: It was built here on Green  
23 Island on the north end of the island in 19 -- I believe the  
24 keel was laid in '85, launched in '86 with the reopening of the  
25 hotel. Designed by James S. Krogen of Miami, Florida. He has

1 since deceased, but his sons are now running the company and  
2 they actually (indiscernible) so he's a very renowned naval  
3 architect. Built by Mr. Bill Morgan of Morgan Marine in Silver  
4 Bay. The hull is considered cold-molded. It's a plywood with  
5 fiberglass on either side. The topsides are a combination of  
6 pine and mahogany for the superstructure. Single-screw, 671.  
7 Our generator is a 50 KW, because there's quite a lot of  
8 restaurant equipment onboard that requires a lot of energy.  
9 And most recently, three years ago after the Crandall Dry Dock  
10 System was built, a (indiscernible) so it was very maneuverable  
11 prior to that, it just really makes it --

12 MR. TURRELL: Sure.

13 UNIDENTIFIED SPEAKER: -- amazing. It's real nice.  
14 Docks (indiscernible) you know when you come in, leaving  
15 (indiscernible). And that was installed by Scrano Brothers in  
16 the port of Albany on -- on our dry dock system.

17 MR. TURRELL: Sure. Do you know if the boat was has  
18 gone through a stability test?

19 UNIDENTIFIED SPEAKER: It did when it was initially  
20 certified. It has not since then.

21 MR. TURRELL: Have there been any modifications to  
22 the boat since it was constructed, major modifications?

23 UNIDENTIFIED SPEAKER: No major modifications.

24 MR. TURRELL: No extra canopies or weights --

25 UNIDENTIFIED SPEAKER: No. How often does New York



1 State -- you said in your annual inspection. Does the State  
2 also come down other intervals?

3 UNIDENTIFIED SPEAKER: No. That would be on an as-  
4 needed basis, you know, based on complaints, or if we requested  
5 them to come down. Typically we would have our inspection  
6 shortly after the boat comes around front of the island and  
7 generally (indiscernible) GNA who is in charge of parks and rec  
8 will conduct inspection personally, and he's known the boat  
9 since the (indiscernible).

10 MR. TURRELL: Uh-huh, okay. What relationship do you  
11 have with the Lake George Commission?

12 UNIDENTIFIED SPEAKER: Park Commission? Very well,  
13 very good.

14 MR. TURRELL: But what role do they play in your  
15 operation?

16 UNIDENTIFIED SPEAKER: Really none other than you  
17 know we have (indiscernible). At one time we called on them  
18 when we had divers in the water here off the hotel that were  
19 needed. They quickly came in. We (indiscernible) because I  
20 was first one to see them. They're easy to get a hold of.  
21 They're basically -- police, coast guard on the waterway.

22 UNIDENTIFIED SPEAKER: We have some kind of license  
23 or certifications from them, don't we?

24 MR. TURRELL: Permit to operate on the lake?

25 UNIDENTIFIED SPEAKER: Yeah, yeah.

1           MR. TURRELL: Okay. By chance are you a member of  
2 any associations, boater associations or any affiliations  
3 with -- there's a passenger vessel association, there's some  
4 other organizations.

5           UNIDENTIFIED SPEAKER: I have the books down below.  
6 That was dropped a few years ago. There was also  
7 (indiscernible) insurance company they had here, but as I  
8 mentioned Ed and myself are both coast guard. We're affiliated  
9 merchant marine license in the coast guard, in addition to --

10          MR. TURRELL: Which license do you hold?

11          UNIDENTIFIED SPEAKER: I have a 100-on offshore  
12 Master, and Ed has 100-ton (indiscernible) inland Master.

13          MR. TURRELL: Okay. Do you generally look for that  
14 when you -- if you hire a captain or engineer, do you kind  
15 of --

16          UNIDENTIFIED SPEAKER: Not for engineer, but I've --  
17 somewhat without policy being changed here, the requirement of  
18 having the Coast Guard will now become a must here. Just to  
19 (indiscernible) I feel that they're (indiscernible) is  
20 certainly not the same as New York State's it's very -- theirs  
21 is good as well, but it's a little more thorough as far as  
22 (indiscernible).

23          UNIDENTIFIED SPEAKER: It's quite a bit more  
24 thorough.

25          UNIDENTIFIED SPEAKER: And they teach you a lot of

1 theory about --

2 MR. TURRELL: Sure.

3 UNIDENTIFIED SPEAKER: -- things that I thought was  
4 very good (indiscernible) practice them out there  
5 (indiscernible). And the hotel actually paid for -- Ed, he was  
6 an engineer (indiscernible) apprentice for four years before  
7 getting his Coast Guard license. He went down and passed it on  
8 his first time.

9 MR. TURRELL: Okay. What is your normal run? What's  
10 the normal circuit for the Morgan?

11 UNIDENTIFIED SPEAKER: An hour and 15 minute cruise  
12 for our lunch cruise.

13 MR. TURRELL: Uh-huh.

14 UNIDENTIFIED SPEAKER: That will take us up the  
15 western passage of The Narrows along Tongue Mountain. The  
16 islands we refer to as The Dollars, east and west Dollars. At  
17 which point we go to the eastern shore to Black Mountain, head  
18 south along the eastern shore of The Narrows, exiting the 14-  
19 Mile Channel. Then we return back (indiscernible).

20 MR. TURRELL: Now in that, in that passage, do you  
21 encounter other commercial vessels in the lake?

22 UNIDENTIFIED SPEAKER: Absolutely.

23 MR. TURRELL: Which --

24 UNIDENTIFIED SPEAKER: Mohican on a regular basis for  
25 lunch. It's almost daily. And the Saint Sacrement on a daily

1 basis as well.

2 MR. TURRELL: Does your boat experience any wake  
3 generated by those two vessels?

4 UNIDENTIFIED SPEAKER: Of course, all boats you know  
5 make wakes, certainly.

6 MR. TURRELL: What sort of impact or -- do you change  
7 course or alter your --

8 UNIDENTIFIED SPEAKER: We do, but not for safety of  
9 the boat, simply comfort of the guests. It just makes their  
10 ride -- they're paying a lot of money to be down there to  
11 have -- you know, it's a champagne -- and purely just for a  
12 comfort issue. You can take a wave in any direction and the  
13 boat would handle it.

14 MR. TURRELL: Can you give us an estimate of how  
15 large that wake is coming off the Mohican?

16 UNIDENTIFIED SPEAKER: No bigger than the average  
17 wave, you know, I'd say three foot, and that's only in the open  
18 water because in The Narrows they're very slow and when you  
19 cross the main lake. And to footnote that, there's many  
20 cruisers out there that put out wakes equally as large and  
21 without --

22 MR. TURRELL: That was my next question.

23 UNIDENTIFIED SPEAKER: -- the respect that the  
24 Morgan -- or the Mohican does because they're (indiscernible)  
25 back down in tight waters where the cruisers just go wherever.

1           MR. TURRELL: Okay. Are there any safety -- besides  
2 the wake issues are there any safety issues on the lake that  
3 you think the NTSB should look at you've witnessed on the lake?

4           UNIDENTIFIED SPEAKER: I hate to say the personal  
5 watercraft, but occasionally personal watercraft coming too  
6 close, operating too close to shore. Maybe rental boats, just  
7 because lack of experience tends to -- that's the only time  
8 we've ever had anyone -- we're very slow boats. We tend to  
9 look at everybody in -- luckily they're marked off so you see  
10 them from a distance.

11          MR. TURRELL: What speed do you normally operate at?

12          UNIDENTIFIED SPEAKER: We're probably running for the  
13 lunch cruise at about nine and a half miles an hour, and the  
14 dinner cruise about seven and a half.

15          MR. TURRELL: Walter.

16          SGT. SCHEDEL: I'm all set.

17          UNIDENTIFIED SPEAKER: You know as far as the  
18 (indiscernible) the life span of the batteries that keep the  
19 buoys lit on the lake, you know, from a (indiscernible) point  
20 of view, start -- you know, they're usually pretty good in May,  
21 but I mean I was out the other day, been out a couple of times  
22 and there's I don't know probably four or five that aren't  
23 operating.

24          MR. TURRELL: Okay.

25          UNIDENTIFIED SPEAKER: You know, for those of us that

1 know the lake it's fine, but you know someone for whatever  
2 reason is out after dark and those buoys aren't operating, it  
3 could be a potential problem -- goes right out of Green Island.

4 UNIDENTIFIED SPEAKER: Correct. And we have a very  
5 good relationship with Tim Hendrix at Green Island -- who is  
6 actually the manager out there, and we had a situation with the  
7 north shoal in northwest (indiscernible) one night was out,  
8 called on the following day. It was changed that same day.  
9 But another function we do have is we're out there all the  
10 time. We tend to keep an eye on those buoys and he is  
11 absolutely right, they do wear out --

12 UNIDENTIFIED SPEAKER: Well, they do, yeah.

13 UNIDENTIFIED SPEAKER: We're also switching over to  
14 an LED style, which for one lasts longer --

15 UNIDENTIFIED SPEAKER: Right.

16 UNIDENTIFIED SPEAKER: -- and are much brighter, and  
17 I think they had monies given by New York State to purchase  
18 another 50 for Lake George alone.

19 UNIDENTIFIED SPEAKER: There's an experimental one  
20 they're working on right now. We use -- we actually have a  
21 couple thousand installations across the State. We just don't  
22 do this particular lake, but we've been doing that with the  
23 LED's and a solar cell that helps charge the battery up, and  
24 they're actually -- we had no problems with them at all for the  
25 last two years and those are the 50 that we're getting them up

1 here to try --

2 UNIDENTIFIED SPEAKER: They have some LED's out here  
3 now.

4 UNIDENTIFIED SPEAKER: They have, yeah, but the LED's  
5 still use alkaline batteries.

6 UNIDENTIFIED SPEAKER: Okay. So you can tell the  
7 difference just by looking at them. They're bright.

8 UNIDENTIFIED SPEAKER: Yeah.

9 UNIDENTIFIED SPEAKER: They're nice, and it's nice.  
10 It certainly is a convenience.

11 UNIDENTIFIED SPEAKER: It's not huge, it's just at  
12 this time of year, you know, when you're getting into fall  
13 and --

14 (Simultaneous comments.)

15 UNIDENTIFIED SPEAKER: You know you're not out as  
16 much to report them and --

17 MR. TURRELL: That's why we're here. Learn as much  
18 as we can. Were you on the lake on October 2<sup>nd</sup>, Sunday?

19 UNIDENTIFIED SPEAKER: I was not here. I was out of  
20 town that week.

21 MR. TURRELL: Okay. Do you recall if the Morgan was  
22 involved in anyway or --

23 UNIDENTIFIED SPEAKER: It was not. They had gone out  
24 earlier for lunch. Captain Ed was onboard with engineer Mike  
25 Fitzgerald, and they were back tied to the dock by 2 o'clock

1 and actually the boat was closed down when the unfortunate  
2 incident happened. And we don't typically get the southern  
3 basin -- we never get the southern basin for our lunch cruise.

4 MR. TURRELL: Actually if there's an opportunity to  
5 go down and look at the boat now, is that possible?

6 UNIDENTIFIED SPEAKER: Absolutely.

7 MR. TURRELL: Okay. We'll --

8 UNIDENTIFIED SPEAKER: -- anything else?

9 UNIDENTIFIED SPEAKER: We -- work until 5 o'clock.

10 MR. TURRELL: You guys just acknowledge this is  
11 recorded, and I'll end the interview.

12 UNIDENTIFIED SPEAKER: Thanks.

13 UNIDENTIFIED SPEAKER: Yes.

14 MR. TURRELL: Yes, okay.

15 UNIDENTIFIED SPEAKER: Thank you, sir.

16 (Whereupon, the interview in the above-entitled  
17 matter was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           Investigation of MV Ethan Allen  
                                  Lake George, New York  
                                  October 2, 2005  
                                  Interview at The Sagamore

DOCKET NUMBER:           DCA 06 MM 001

PLACE:                    Lake George, NY

DATE:

was held according to the record, and that this is the  
original, complete, true and accurate transcript which has been  
compared to the recording accomplished at the hearing.

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Katherine Motley  
Transcriber